



SENATOR MAKES EXPLANATION

SEA LEVEL CANAL IS SAFER THAN LOCK TYPE

Majority Report of Senate Committee on Oceanic Canals Recommends Sea-Level Canal as Less Liable to Damage.

REPORT INFLUENCED BY CALIFORNIA DISASTER

FEATURE OF MAJORITY REPORT IS DISCUSSION OF THE EFFECT OF SEISMIC DISTURBANCES ON LOCKS AND DAMS—SENATOR KITTEREDGE SUBMITS REPORT TO SENATE—REPORT IS GIVEN IN FULL.

SHORTS ON REPORT. WASHINGTON, May 17.—"None of the work so far done on the isthmus is designed especially for the construction of a lock canal and consequently the money expended will not be wasted even if congress agrees to a sea level canal."

WASHINGTON, D. C., May 17.—That the earthquake that destroyed San Francisco was an important factor in determining the vote of the Senate committee on interoceanic canals in favor of a sea level type is apparent from the fact that a feature of the majority report is a discussion of the effect such as earthquakes might have on locks and dams.

Fears of Earthquake. The recent calamity that overwhelmed one of our great cities has caused many forebodings. The assertion that any particular spot in the tropics is exempt from all danger from such convulsions of nature as recently visited Charleston, S. C., in 1886, or changed the face of nature in Southeastern Missouri, near the beginning of this century, would not be hazarded by any wise man.

Locks Liable to Injury. The canal structures that would be

most exposed to injury by the passage on an earth wave or violent movement of the earth's surface are the locks proposed by the minority whose walls, many hundreds of feet, or even two or three thousand feet long at Gatun, would, at least some of them, be more than seventy-five feet high and entirely supported one one side, save for a part of the height by water. If these walls should be moved at all the natural and probable result would be in their leaking and so prevent the closing of the gates—an injury for which a suggestion of extra gates on hand would be useless, for no one could guess the extent of the movement. But the most likely effect of such shock would be the fracture of these locks in repairing of which much time—months or years—might be required, and thus cause interruption of traffic or the abandonment of the canal.

Settle Uncertainties. After reviewing the legislation and the messages of the president on the subject of the canal that the reports that it is due to the executive branch of the government that the uncertainties confronting the president as to his powers in the premises be settled and disposed of affirmatively, once and for all by the only national authority competent to pass upon the question—the national legislature, the division among experts as to the best type of canal is treated by the report, which says that the conclusion has been reached that the following propositions are irrefutable: That the ideal canal is one at sea level; that its construction would be attended with probably no less hazard than one with locks and dams on doubtful foundations; that the sea level canal is safer and more convenient than one with locks; that it would take but little longer time to build; that it is the simpler and the more economical in operation and maintenance.

More Time For Sea Level Canal. The estimates of the minority and the majority of the board of consulting engineers on the time that would be required

to excavate the different types of canal are reviewed and the majority report concludes that the sea level canal would not require more than two or three years more than the lock type. The claim is made by the report that ships of all classes could be passed through the sea level canal in eight hours and half that time would be consumed in passing ships through locks alone. The cost of annual maintenance is estimated at \$1,840,000 for the sea level, and \$2,330,000 for the lock type. Discussing the advantage of the sea level canal to the country controlling it in time of war, the report says: If free from all obstacles to quick transit 100 warships of average size, moving in one direction, route clear, could be passed from ocean to ocean in less than a day.

Naval Men Oppose Lock Canal. All naval commanders and commercial masters of the great national and private vessels of the world are almost to a man opposed unalterably to the introduction of any lock to lift vessels over the low summit that nature has left for us to remove. The majority argues that an enemy (Continued on page 8)

TROUBLE BREWING

Ottoman Government Issues An Imperial Irade.

POWERS WILL ENTER PROTEST

Makes New Law Regulating and Restricting Operations of Foreign Stock and Investment Companies—Ottoman Favored.

LONDON, May 17.—The Standard's Constantinople correspondent says: The Porte is again disregarding capitulations, by a promulgation under an imperial irade without previous reference to the embassies, of the law dealing with foreign joint stock and investment companies doing business here. Many provisions in the new law hamper foreign enterprises. Local guarantees by deposits invested in Ottoman funds are demanded and only Ottoman subjects will be allowed to act as provincial travelers, while numerous opportunities are afforded for official meddling. It is certain that irade will lead to a concerted protest of the powers.

NAVAL BILL PASSED.

House Passes Big Naval Appropriation Measure Carrying \$100,000,000.

WASHINGTON, May 17.—After two weeks debate the house today passed the naval appropriation bill carrying almost \$100,000,000. An amendment providing that the secretary of the navy shall go into the open market to purchase chains, anchors and cordage, if it was demonstrated that this was cheaper than that manufactured by the government, was defeated today. The bill provided a four per cent differential in favor of bids from the Pacific Coast on construction there. After the passage of the naval budget the house resumed its consideration of the so-called naturalization bill.

GIVES JUDGE THE LAUGH.

TACOMA, May 17.—Frank Andrews, aged 23, lighted in Judge Snell's face today when sentenced to eight years in the penitentiary for a long series of robberies. He was known as "Angur Hole Kid" as his favorite method of entrance was by boring holes through doors. Andrews was caught in Seattle with four suit cases packed with loot.

ANOTHER EARTHQUAKE.

Oakland, San Jose, and Utner California Towns Shaken Last Night. OAKLAND, May 17.—A slight earthquake shock was felt here tonight and at San Jose and other points. No damage is reported.

SWINDLED THE LADIES.

SEATTLE, May 17.—John H. Travelle, who for the past year has lived in Seattle, posing as a retired army officer was arrested today at Mission, B. C. Travelle is wanted mainly on charges of swindling prominent women of sums ranging from \$2500 down, on his promise to secure them a lucrative position in the government service.

IMPERIAL GARRISON LEAVES.

VICTORIA, May 17.—The last imperial garrison in Canada, that at Esquimalt, which has been replaced by Canadian troops, left for England today via Quebec.

BAILEY EXPLAINS

Treats Senate to Another Installment of Explanation.

GIVES FAMOUS MEMORANDUM

With Exception of Bailey's Digression Senate Devotes Entire Day to Reviewing Amendments to the Rate Bill.

WASHINGTON, May 17.—The senate today received another installment of Senator Bailey's version of his effort to secure an understanding between the democratic senators and the president on the terms of the railroad rate bill, and in presenting it he included the memorandum of former Senator Chandler to the president in which charges of bad faith against Bailey had been predicted. The Texas senator again arranged his critics in sharp language.

With the exception of Bailey's digression, the entire day was devoted to a review by the Senate of amendments made in the committee of the whole and covered somewhat more than half the measure. There was a prospect of concluding the reading until the section granting the interstate commerce commission power to fix rates was reached and the question of the constitutionality of that provision was raised. The question was still under discussion when the senate adjourned. The clause was sharply attacked by Teller, Knox and Foraker. Knox doubted whether the bill was constitutional even with the section on the discretionary power omitted, and Foraker was certain it would not be. Also considerable debate occurred on the pipe line, rebate and anti-pass amendments and also common carriers carrying articles produced by themselves.

SOLDIER SHOT DOWN.

SALT LAKE, May 17.—Private Smith of the 120th battery of light artillery today attempted to escape from the guard house at Fort Douglas and was shot down by the sentry. He was probably fatally wounded. Smith was under arrest for theft.

Pacific Coast League.

At Los Angeles—Los Angeles 5, Fresno 3. At Portland—Portland 8, Oakland 4. At Seattle—Seattle 4, San Francisco 1.

BAILEY AGAIN DENIES CHARGES OF BAD FAITH

Texas Senator Endeavors to Explain His Connection With Effort to Secure Understanding Between Roosevelt and Democratic Senators.

PAYS RESPECT TO TRIBUNE'S CORRESPONDENT

STATES CORRESPONDENT'S ASSERTION THAT COPY OF CHANDLER'S LETTER TO PRESIDENT HAD BEEN CIRCULATED AMONG THE DEMOCRATIC SENATORS, IS NOT TRUE—GOOD FAITH NOT IMPUGNED.

WASHINGTON, May 17.—Senator Bailey again took the floor in the senate to further explain his connection with the effort to secure an understanding between the president and the democratic senators on the railroad rate bill basing his statement on the articles in the New York Tribune and Chicago Tribune charging him with bad faith and giving ex-Senator Chandler as the authority.

Bailey read a letter from Chandler dated yesterday and addressed to Bailey in which Chandler says:

"I did not give the President any assurance as to your attitude relative to the so called 'game' because I had not seen you and did not feel authorized by anything Tillman had then said to give any assurances in your name." Later Chandler saw Tillman who said neither he nor Bailey were entering 'games' with the railroad senators. This Chandler told the president on the evening. Bailey read the much discussed memorandum, which is the same as quoted by the New York Tribune's correspondent and also a further extract from the Chandler diary.

Never Saw Chandler's Letter.

Proceeding with his remarks, Bailey said he had made inquiry and not a single democratic senator had seen a copy of Chandler's letter to the president as the New York correspondent asserted, but that he is enabled to say that yesterday the president showed the letter to a republican senator and also to a member of the house, and if this is denied he will mention their names.

Bailey then declared not a syllable in that letter impugned his (Bailey's) good faith." He does not say I was playing a game, but that others were. I will say a game was played to catch others and very successfully."

He then called attention to the fact upon the president's authority, that Chandler's veracity had been challenged in the senate by Lodge and asked: "I view that fact does lie in the mouth of these people to assail me with a state

ment like that from a name whom they have denounced as a false witness?"

President Had Faith in Bailey.

Continuing, he said the president apparently did not consider this memorandum an impeachment of his good faith for within three days afterwards he asked Bailey to confer with him and attorney general; and it was inconceivable the president with a suspicion of his integrity in his mind would have permitted his attorney general to transmit to Bailey the amendment to be incorporated in that measure.

Paying his respects to the correspondent of the Chicago Tribune, Bailey said his attack does not appear to have disturbed this correspondent because the correspondent says he was overlooked in Bailey's attack on the president. "Perhaps," Bailey went on. "He regards it as being overlooked to be called an unqualified and malicious liar." Regarding the correspondent's assertion that the correspondent had seen the memorandum, Bailey asks who showed it to him, and answers the question saying: "I did not show it to him, Chandler did not. It was addressed to Loeb, the president's secretary. I will leave it to the country and the senate to say who furnished him his information concerning it."

Wronged No Man Intentionally.

With all the numerous faults Bailey admitted he had, he declared he had never yet intentionally done injustice to any man, and until now his candor had ever been impugned, and no one could do it now and escape denunciation. "Across the brow of such a man," he said, he would put the "brand of liar, so that all men might know and shun him."

OVERDUE ORANASIA ARRIVES.

SANTA MONICA, May 7.—The British ship Oranasia, 299 days from Newcastle arrived at the Port of Angeles today. She was delayed by rough weather.

BRICKMAKERS STRIKE MAY REACH SETTLEMENT

COEYMANS, May 17.—Indications tonight point to a settlement, probably tomorrow of the brick makers' strike and a return to Albany of the militia. The bricklayers today made overtures to the strikers to concede to their demands except a recognition of the Union and the proposition will probably be accepted. Five Italians and one negro were placed under arrest today charged

with riot. One of the Italians is also held on the charge of shooting Engineer Fred Southard, who was wounded in yesterday's battle. The arrests followed a house to house search in the Italian quarter by deputy sheriffs, under a guard of troops with loaded rifles. A big collection of rifles, shot guns, pistols and ammunition was confiscated. In one of the houses 650 rounds of shotgun and pistol cartridges were found.

PENNSYLVANIA ROAD GAVE COAL COMPANIES REBATES

PHILADELPHIA, May 17.—That the Pennsylvania Railroad gave rebates as recently as 1903 was the charge made today by Frank B. Wigton, head of the Morrisdale Coal Company, before the interstate commission which was in session in Baltimore; Vice-President

Thayer of the Pennsylvania testified that the company had made no concessions since 1899 Wigton gave a detailed statement of conditions in the soft coal region and accused the Pennsylvania road of discrimination in its allotment of coal cars, citing cases to substantiate his charges.